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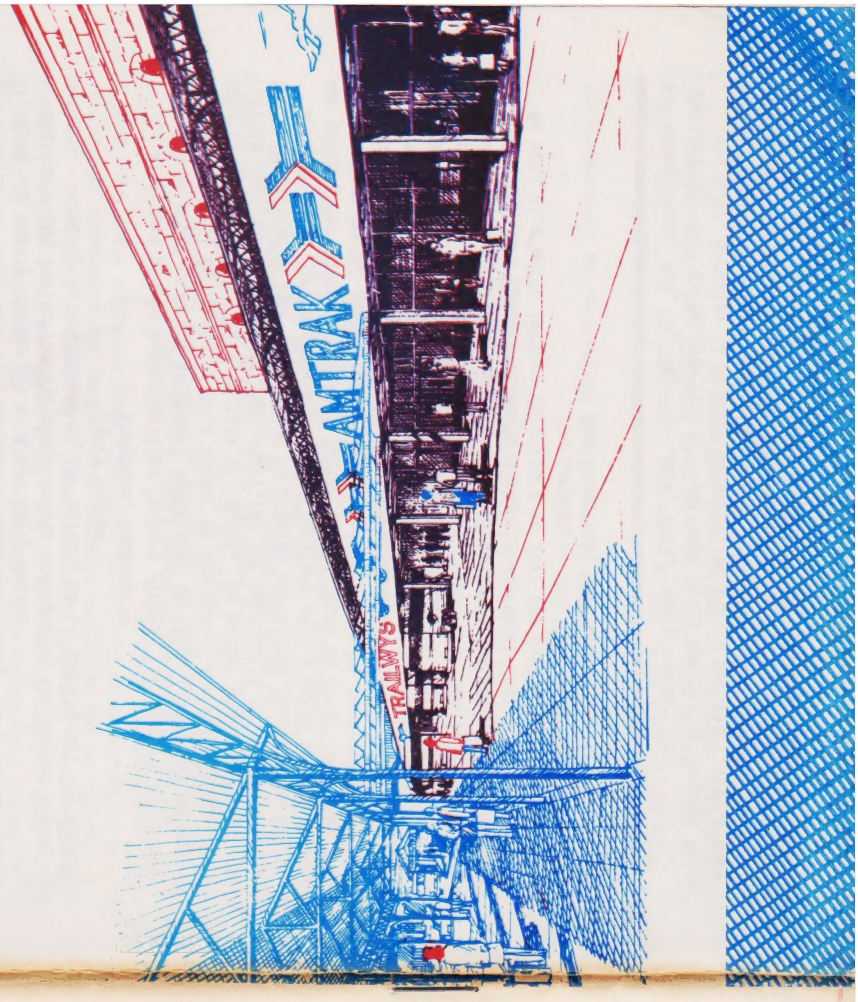

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ON THE COVER

An artist's conception of the multi-modal transportation center being planned for the Hartford, Connecticut Union Station. Last issue we reported that the building is being sold to the Greater Hartford Transit District, which is planning the changes pictured here. The illustration shows the Spruce Street side of the station, with the ticketing area under the existing tracks. This part of the center could be completed in a year, officials believe. Trailways would have its bus depot at the far end of the Spruce Street area, while Greyhound would be to the right of the Amtrak station. Other portions of the site will be converted into office and retail property by a private contractor not yet selected. Purchase price of the building was $1.5 million.

LETTERS

Amazing information was published in RTN #224 on page 18. The item said a flash flood in Iowa caused a track washout on the BN between Osceola and Ottumwa and there was no practical detour route for the SAN FRANCISCO ZEPHYR. So train 5 was delayed 10hrs, 45mins and train 6 was delayed 4hrs, 51mins.

No practical detour route? At one time seven railroads offered thru passenger service on their own rails between Chicago and Omaha. CGW, IC, C&NW, MILW, RI, CB&Q and lastly the Wabash by a southerly route.

Wholesale and indiscriminate abandonments are ruining the United States rail network. Somebody is not asleep at the switch, he is tearing out the switches.

Henry Korman
Longview, Washington

... With most people having written letters already (in support of Amtrak) and with no press coverage to prompt additional writing, I fear the message of last spring will be forgotten this summer as the actual appropriating of funds occurs. It is not too late to have an impact. No matter what the budget resolutions say, there are always opportunities for amendments to existing bills or the introduction of new legislation to provide additional funding for Amtrak...

We must write our Congressman and two Senators once a month to remind them of our concern for Amtrak. The next letter should focus on conditions that should be contained in the Amtrak appropriations bill:

* Excuse Amtrak of all debt to the Federal Government.
* Excuse Amtrak of all state and local taxes.
* Excuse Amtrak of labor protection obligations.
* Multi-year funding.
* No increased DOT representation on Amtrak board (as in Senate bill--this will give DOT more opportunities to dismantle Amtrak).

We must also write letters to editors so that the public will stay informed...

Joe Cardoza
San Francisco, California

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THE EMERGING CORRIDORS REPORT: A CRITICISM AND RE-EVALUATION

Part Two - Conclusion

by Michael D. Setty

(f) Problems with the demand model, as outlined in the FRA's 1978 Rail Planning Manual:

*The model is extremely complex and requires mountains of data. It produces between 15 and 27 "distributions" per traveler.

*It is calibrated (adjusted to reflect the real world) on Northeast Corridor data only.

*It assumes (economic) rationality of travelers.

*It does not consider energy and other constraining patterns.

*Parts of the model are "proprietary" in nature--i.e., it is patented and not usable in independent analyses.

*The model was developed by the Aerospace Corporation in 1977, an organization with limited rail passenger experience, as its name would appear to indicate.

A glaring professional deficiency in the model is that an independent evaluator cannot easily duplicate the results of the study, due to the proprietary nature and the complexity of the model. As a minimum, the model should have been described in an appendix.

(3) Amtrak believes that the model underestimates demand generated by increased frequencies. The report used words such as "seems" or "may" in referring to actual Amtrak experiences with improved service, and, in reference to the rail option, such hedging phraseology as "an effect on demand disproportional to the actual measurable increment in convenience." (Measured by what?)

Of course, as any objective observer should know, the experience of the Los Angeles to San Diego or Harrisburg to Philadelphia corridors shows the impact of service improvements on usage.

(4) Operating costs and revenues (page 9 of report).

(a) The report included in operating cost estimates a "factor for distributing Amtrak overhead", thus inflating actual costs related to each route. The absolute figures for operating expenses were inflated, and could not be directly compared to "avoidable loss per passenger mile", the measure specified by Congress for cost-effectiveness. In the table in the first part of this article I supplied corrected avoidable expense and loss figures (last issue, page 6).

(b) What portions of off-train avoidable expenses were relatively fixed (such as stations and track maintenance), and which were variable?

(5) Facility improvement costs (pages 9-10 of report).

(a) It was stated that "upgrading track and signal systems to a quality that meets standards (higher than 79mph) is considered too expensive to justify the slight decrease in running time."

Just what is the justification for this blanket statement? Why were not the following considered:

*The marginal cost of higher speeds.

*The potential of attracting time-sensitive businessmen in air-competitive markets up to 250 to 300 miles.

*The "three hour rule" of travel, as discovered by British Rail.

*The increase of 10 to 33% in ridership documented in the Feb 1980 report.

(b) Rail diesel cars (RDC's) such as Budd SPV-2000's should have been used in appropriate corridors to develop cost estimates.

(c) No problems were found with the rest of the Facility Improvement Costs section of the report, probably because capital expenses cannot be manipulated as demand models and model assumptions can be.

(6) Modal energy efficiency (pages 14-18 of report).

(a) The results of the modal energy savings calculations are limited by the problems of the demand model outlined above, and are thus questionable.

(b) DOT overstates bus diversion (25% versus 10-15% actual) and dismisses out of hand Amtrak's objections to their assumptions.

(c) Failure to use RDC's in appropriate corridors grossly understates energy savings.

(d) The "computation of energy savings from rail" method appears to be valid; however, erroneous data give erroneous results.

(e) In Appendix C, Table C-1 "Comparative results of corridor ridership diversion calculations", the results of the model claim to show "induced" ridership--that is, trips that wouldn't be made if rail wasn't available, of anywhere from 25 to 70% of the corridor total. These calculations are totally erroneous. Actual experience in the Los Angeles-San Diego corridor were 9% induced trips, 65% diverted from autos, 11% from air, and only 15% from bus. The DOT also incorrectly estimates bus diversion in the L.A.-San Diego corridor at 42% of the incremental passenger miles. Why, suddenly, would bus diversion jump to 42%.

(7) Results of analysis (pages 19-27 of report).

The tables in this section and the results therein are questionable, due to the problems cited above.

(8) Cost effectiveness evaluation (pages 29-33 of report).

The tables in this section bear no relationship to proper analysis, since all the numbers could be adjusted drastically downward if utilization of routes were increased with better patronage, more trains, and reasonable interest rates.

(9) "Sensitivity" analysis (pages 33-38 of report).

(a) A "sensitivity" analysis is properly used to determine changes in demand model results if data inputs such as frequency, auto use, fare levels, energy expenses, population and income, bus diversion, and speed (not used) are changed. Problems in the sensitivity analyses include:

*Frequency of service: DOT claims there are too few examples of frequency increases to allow any solid conclusions to be drawn. This is an outright falsehood. While DOT dismisses the experience in the Los Angeles-San Diego corridor by attributing it to new equipment and the 1979 energy problems, many other examples exist, such as:

- the original Penn Central experience with Metroliners in the late 1960's;
- various Amtrak frequency changes on other routes since its founding;
- British Rail experiences;
- The "Bullet" train example in Japan.

Plenty of examples exist both here and abroad; the will to use them as a basis for predicting actual traveler behavior apparently does not.

Also, on page 35, increases in service from 3 to 6 roundtrips per day increase demand at least 70%, as shown by Amtrak's demand model.

(10) Corridor profiles.

Except for the data developed by DOT and used in this section for patronage, expenses, etc., this section is very useful for its description of the corridors and the results of public meetings in each area. It should be noted that the DOT authors make disparaging remarks toward the public and show their biases in reference to the results of the hearings held by Amtrak: "... Inevitably, much information gathered at such meetings is impressionistic and is more difficult to quantify than other parts of a corridor analysis. Nonetheless, Amtrak considers such community views to be an integral element of any assessment of the value of a potential emerging corridor. ... Therefore, the Department cannot attest to the accuracy or validity of these views." The foregoing passage from page 41 pretty much sums up the arrogant and disparaging attitude of DOT bureaucrats towards rail passenger service and the strong desire for it by the public. Are not these people here to serve the public rather than to dictate to it about its desires?

CORRIDOR DEMAND FORECASTS (1985) - TOTAL AND INCREMENTAL

Corridor	Round Trip Frequency Trains/Day		Passengers (000's)		Passenger Miles (000's)		Train Miles (000's)		Passenger Miles/ Train Mile	
	Total	Incremental	Total	Incremental	Total	Incremental	Total	Incremental	Total	Incremental
Atlanta-Nashville	3	3	89	89	15,500	15,500	648	648	24	24
Atlanta-Savannah	3	3	26	26	4,900	4,900	642	642	8	8
Boston-Springfield-New Haven	3	3	557	557	53,000	53,000	350	350	151	151
Cleveland-Columbus-Cincinnati	3	3	177	177	27,200	27,200	569	569	47	47
Chicago-Cincinnati	3	3	537	537	98,300	98,300	648	648	152	152
Chicago-Cleveland	4	3	390	295	82,000	60,700	996	747	82	81
Chicago-Detroit	6	3	848	320	134,300	56,700	1,226	613	110	92
Chicago-St. Louis	6	3	490	189	87,800	34,800	1,244	620	70	56
Chicago-Twin Cities	3	3	479	479	121,300	121,300	915	915	132	132
° Chicago-Milwaukee	8	3	453	172	35,900	12,500	496	185	72	68
Los Angeles-Las Vegas	4	3	323	263	96,800	78,600	949	710	102	111
Los Angeles-San Diego	10	3	1,804	531	167,100	46,300	927	278	180	167
San Jose-Reno	3	3	293	293	49,500	49,500	622	622	80	80
° San Jose-Sacramento	3	3	140	140	15,100	15,100	283	283	53	53
Miami-Jacksonville	3	3	399	399	86,900	86,900	900	900	97	97
New York-Buffalo	6/11	3/3	1,396	571	312,400	157,900	2,546	1,014	123	156
° New York-Albany	11	3	681	282	84,500	34,700	1,140	311	74	112
Philadelphia-Atlantic City	12	12	3,975	3,975	181,000	181,000	596	596	304	304
Philadelphia-Harrisburg	16	3	1,117	198	58,700	9,800	1,203	225	48	44
Seattle-Portland	6	3	352	80	53,300	12,800	815	406	65	32
Texas Triangle	3	3	590	590	129,200	129,200	1,873	1,873	69	69
° Dallas/Ft. Worth-Houston	3	3	218	218	54,200	54,200	681	681	80	80
° Dallas/Ft. Worth-San Antonio	3	3	262	262	47,700	47,700	707	707	67	67
° Houston-San Antonio	3	3	110	110	27,300	27,300	482	482	57	57
Washington-Richmond	5	3	180	98	36,100	27,800	398	239	90	116

Incremental is the difference between the improved corridor service and the base 1980 service.

The above table is taken directly from the DOT report with no alterations, and is described in the report as follows:

"(The table) presents a summary of corridor demand forecasts for 1985 and shows passengers, passenger miles, train miles, and passenger miles per train mile (PM/TM) for the frequency of service selected for the improved rail service in the base case. Frequency is three round trips in a corridor with only marginal or no existing corridor service. Also shown is the increase attributable to the improvement in service, i.e., the incremental frequency of service, passengers, etc.

"Ridership forecasts (expressed in passenger miles) range from 312 million for the New York-Buffalo Corridor, 181 million for Philadelphia-Atlantic City and 167 million for Los Angeles-San Diego, to less than 5 million passenger miles for one corridor. Forecasts of incremental ridership, i.e., ridership solely attributable to the improved service (excluding corridors without existing service), range from 158 million passenger miles for the New York-Buffalo Corridor, 79 million for Los Angeles-Las Vegas and 61 million for Chicago-Cleveland to less than 10 million.

"Estimates of equipment utilization, expressed in passenger miles per train mile (PM/TM), range from a high of 304 for the Philadelphia-Atlantic City service to 24 and 8 for the Atlanta-Nashville and Atlanta-Savannah services, respectively. Other corridors projecting relatively high forecasts of total PM/TM are Los Angeles-San Diego, Boston-New Haven, Chicago-Cincinnati, Chicago-Twin Cities and New York City-Buffalo with 180 PM/TM, 151 PM/TM, 152 PM/TM, 132 PM/TM and 123 PM/TM, respectively.

"Of the corridors with existing service, the Los Angeles-San Diego Corridor has the highest incremental increase, 167 PM/TM; however, this was lower than the

(continued on page 21)

RAIL CANADA

MASSIVE PASSENGER TRAIN CUTBACK PLANNED

THER'VE BEEN RUMBLINGS heard in this department for some time over passenger train cutbacks planned by the Ministry of Transport. And now New Democratic Party transportation critic Les Benjamin, M.P., on Jun 29 revealed an MOT plan to cut 30% of the VIA system off, and to do so without input from the public. Critic Benjamin charged that the MOT plans to make the cuts by the end of this year, and to announce them by the end of July. Routes to be dropped include: Winnipeg-Thomson; Winnipeg-Armstrong; Ste. Foy-Chambord; Moncton-Edmundston; Capreol-Hornepayne; Edmonton-Drumheller; Montreal-Hull-Ottawa; Regina-Prince Albert; Victoria-Courtenay; Montreal-Sherbrooke; Toronto-Barrie; Toronto-Stouffville; Toronto-Havelock; the ATLANTIC LIMITED Montreal-Halifax; the SUPER CONTINENTAL west of Winnipeg; the Montreal-Cochrane run would be cut to tri-weekly; the Montreal-Chicoutimi service would be reduced to tri-weekly; and Sudbury-White River would be tri-weekly in the summer only. Winnipeg and Edmonton would be connected by daytime service.

Transport Minister Jean-Luc Pepin at first denied Benjamin's allegations, and then no longer denied them. Transport 2000 Canada on July 8 issued a press release criticizing the plans to exclude the public from decisions on further cutbacks. Said T-2000, "Jean-Luc Pepin has all but admitted that his department is asking the Cabinet to overrule past decisions of the Canadian Transport Commission affecting some 20 passenger trains. The CTC determined that all the trains were required in the public interest."

Take it easy. Take the train.

"In 1976," noted T-2000, "Transport Minister Otto Lang promised an 'open consultative process' in restructuring Canadian rail passenger services. Every year since then, officials in the Ministry have applied pressure on the CTC for massive service reductions. Having largely failed in that objective, the Ministry is now pushing hard for an unprecedented departure from past practice: an Order-in-Council which would wipe out all the previous work of the CTC, by the stroke of a pen."

"The Ministry knows its case cannot withstand the light of public scrutiny in an open forum," said Harry Gow, T-2000 Past President; "Every time their figures and assumptions have been challenged in the past they have been found wanting. Now it is telling Canadians, at a time of impending fuel shortages, that they must rely more on the automobile and airplane. I suppose if I were in their place I would not be anxious for public debate on the issue, either."

Added Gow, questioning the Minister's assertion that VIA Rail's losses will climb from $300 million to $550 million by 1984, "That works out to an annual inflation rate of 17%. Moreover, most of these costs are in the form of billings from CN and CP which operate the trains. No effective system of cost accounting is in place to determine the origin of these charges. VIA is completely without bargaining power and at the mercy of the two railways." Instead of identifying the sources of VIA's costs, Gow charged, MOT bureaucrats have chosen the "simplistic" route of chopping service without regard to public convenience and necessity."

"Among the services to be dropped or emasculated are some of VIA's most popular trains, including two transcontinentals: the SUPER CONTINENTAL and the ATLANTIC LIMITED," T-2000 said. "As long as four years ago the CTC recommended the purchase of new rolling stock to re-equip these long distance trains and improve their financial performance. Increasingly frequent equipment breakdowns --and the associated high operating costs--are the direct result of the Ministry's failure to replace VIA's ancient equipment, as recommended by the CTC. The very officials responsible for this situation now have the temerity to label VIA's services 'uneconomic'. How 'economic' would Air Canada be if it were operating

with aircraft built in 1950? For the past 25 years the rail mode has suffered from an almost total lack of new investment in modern rail passenger equipment and limited investment in roadbeds. During the same time, the automobile, bus and airplane have benefitted from rights of way and facilities provided by the government at enormous public expense. Ninety-five percent of VIA Rail's passenger car fleet is between 25 and 40 years old. Despite this, rail ridership has increased by 40% in the last three years, thanks to higher gas prices and to VIA's innovative marketing."

Concluded Harry Gow, "It is only a matter of time before circumstances force Canada to follow the lead of every other industrialized country and make a major commitment to revitalized rail transportation. A good place to start, he suggested, would be to put an end once and for all to this annual ritual of secret memos to Cabinet urging the decimation of the remains of our passenger train system."

Rail supporters criticized also the fact that the order was to be released at the time of Parliamentary recess and in the middle of a nationwide postal strike. Mme Raymonde Gagnon-Cahill of Transport 2000 called the Minister's politics "Inhuman." In the U.S., the National Association of RR Passengers joined the fight along with Transport 2000 and asked rail supporters to telegram (because of the Canadian postal strike) the Canadian Transport Minister: Hon. Jean-Luc Pepin, Minister of Transport, Tower C, Place de Ville, Ottawa, Ont. K1A ON5, with a copy to the Minister of External Affairs, Hon. Mark MacGuigan, 125 Sussex Drive, Ottawa, Ont. K1A 0G2.

★ ★ ★

VIA'S ANNUAL REPORT, for 1980, was distributed in late June. VIA reported total 1980 income of $457 million, of which $137 million was derived from sales to customers, and the remainder thru contracts with Transport Canada. Net income from operations totalled $1.4 million which, after provision for tax, amounted to a net surplus of $745,000. VIA carried over 7½ million passengers last year, and passenger revenues rose to $136,704,000, compared to $103,203,000 in 1979. While VIA operated the same number of trains in 1980 as in 1979,(an average of 163 daily)revenue passenger miles increased from 1,597,981,000 to 1,690,214,000. VIA's average revenue passenger occupancy rate also rose to 46% last year, compared to 43.9% in 1979. Total average occupancy rate in 1980 was 52.5%.

AMTRAK CUTS ARE MATTER FOR SPECULATION

As we go to press, the reconciliation conference that will settle the Amtrak funding figures has not yet occurred. The National Association of RR Passengers has announced the names of the legislators who will be involved in the reconciliation of the House and Senate budgets for Amtrak. They are (from the House) Democrats Dingell, Shoyer, Ottinger, Waxman, Worth, Sharp, Florio and Moffett; Republicans Broyhill, Brown, Collins, Lent, Madigan and Morehead. From the Senate, Democrats Cannon and Inouye; Republicans Packwood, Goldwater and Schmitt.

NARP continues to remind rail supporters that Amtrak has said it can fund only 85% of the system with the budget being considered, and the train cuts that have so far been mentioned do not add up to the 3750 route miles that 15% would represent. The train cuts mentioned total 1552 route miles (see last issue), leaving about 2200 miles still to be cut. NARP warned that Amtrak will announce these cuts "including heavily-used trains and perhaps major cities."

The following cuts have come as rumors out of Amtrak headquarters: discontinuation of the CRESCENT, but adding a day train between Washington and Atlanta; discontinuation of the SUNSET LIMITED, but running a day train L.A.-Tucson; discontinuation of the INTER-AMERICAN, but running a stub train from the SOUTHWEST LIMITED at Newton KS into Texas; and discontinuation of the NORTH STAR except for the Minneapolis-Duluth state-funded section. These rumored plans would explain the Wall Street Journal statement of Jun 25 (see last issue, p. 18): "To eliminate costly sleepers, some trains that now run overnight will be scheduled to run during the day instead."

URBAN-SUBURBAN TRANSIT

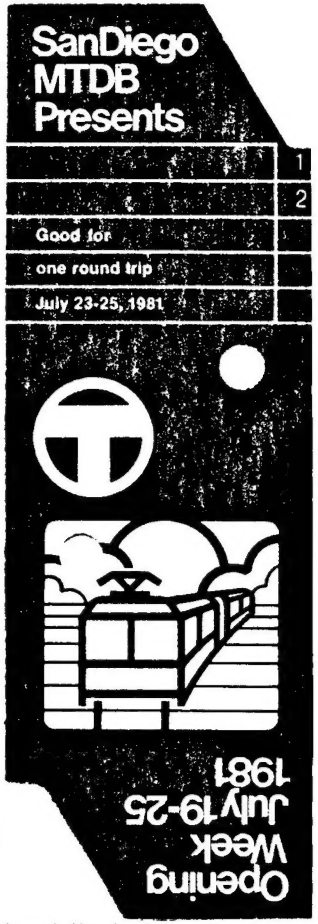


ILLUSTRATION AT RIGHT is a full-size reproduction of a promotional ticket to be used on the San Diego Trolley during part of its opening week, as outlined on the ticket.

NEW YORK'S MTA announced on July 16 a $6.7 billion plan to improve New York commuter services. Of the money, $726 million will go for buying 900 new subway cars, and $582 million is to rehabilitate 3331 cars--about half--of the current fleet, while $483 million in improvements to maintenance shops will be made. $346 million goes for new buses, with 350 buses purchased each year for the next eight years. Subway signals will be partially modernized with $500 million of the transit funds. $316 million will be spent to modernize 69 of the subway system's 430 stations. On the Long Island Rail Road, $175 million will go for 146 new cars and $101 for shop maintenance. $13 million will be for improvements to Penn Station, and $37.5 million will pay for electrifying the Port Jefferson branch. $169 million will go for new commuter cars on Conrail lines--126 cars--, $25 million will be for shop improvements and $193 million for power and generator improvements. Of the fund, $5.8 billion will be from state sources--approved in June by the Legislature--and the remainder from federal sources.

DEPARTMENT OF TRANSPORTATION is preparing to issue new rules about access to mass transit systems for handicapped persons. The revised regulations will be less stringent than those proposed under the Carter Administration, and will allow local systems to decide for themselves how to provide handicapped access.

CALGARY'S LRT SYSTEM had a second accident (the first was a May 26 collision--see RTN 224) on July 5, involving the same switch as the first incident. The switch failed to lock, and the lead car of the train jackknifed. The car was re-railed. Only one passenger was aboard the train--a tourist from Chicago. Officials were investigating the possibility of sabotage; an inch-wide stone was found in the open switch.

EDMONTON'S TRANSIT SYSTEM is celebrating Klondike Days July 16-25 by running two antique trolley buses on a pre-selected route around town.

LOS ANGELES COUNTY'S one-half cent sales tax to help finance mass transit cannot be collected until at least Oct 1, if at all. The state Supreme Court has not yet ruled whether the tax, voted by the public last year, is legal under Proposition 13. Transit officials wanted the collections to begin July 1, and in the meantime have increased bus fares up to 20¢ to make ends meet.

BART SYSTEM DIRECTORS on July 2 decided to study the possibility of a light rail system connecting BART with eastern Contra Costa County (extending from Concord). The plan would be a substitute for extension of the BART system itself--a costly proposition--into the unserved area of Contra Costa.

CHICAGO TRANSIT OFFICIALS' June 17-approved service cuts do little to make the city's transit system more efficient, say critics. What they do is to eliminate

(continued on page 20)

NORTHERN MAINE BY RAIL
by Peter Roehm

The second annual inspection tour of the BAR got underway in a most unusual fashion on May 30: via BAR bus--four of them! Due to the extensive area to be covered and the slow speed limits on much of the very northern trackage, we began this year's 385-mile Bangor & Aroostook Railroad excursion with Bangor & Aroostook Railroad buses from Northern Maine Junction to Oakfield, 119 rail miles to the north. And since BAR runs two daily roundtrips (Bangor-Fort Kent and Bangor-Caribou) via bus we were fortunate enough to use their buses to reach "their" train. New (and only) MC-9 #554 led the parade with PD-4107 #540 and PD-4105's 550 and 553 following. Enroute we had a "meet" with the southbound scheduled morning run behind PD-4105 #541. At this point 5 of 7 operating buses were together. An eighth coach, PD-4106 #533, is kept for emergency use. We arrived at the old Oakfield depot on time and transferred to our BAR train. The BAR bus business is minimal on the scheduled runs but doing very well with the charter end; the line is the only scheduled bus carrier in var northern Maine.

The BAR train: BL-2 #54 powered the equipment and is painted in the new paint scheme and is also the only BL-2 in service on the BAR--last year's power, #557 "American Railfan", is one of the others and is tarped at Northern Maine Junction. Coaches included Conway Scenie 1140 "Presidential Range", Steamtown Foundation SF 1026 (ex-GMRC 717) and SF 717 (ex-SF 1026), all three trailed by BAR C-86, an ex-troop sleeper converted to caboose use. The two Steamtown coaches were painted in CP maroon and lettered same. All coaches were open-window (the only way to see Northern Maine by rail) and filled with a sellout crowd of 175 passengers from 22 states including California, Louisiana, Iowa and Georgia, with Maine, Massachusetts, New Jersey, New York and Virginia contributing over 10 each. Only one came from nearby Canada (Halifax). A list of the passengers by name and city was attached to the trip brochure--a first for trips other than on PV equipment.

The trip itself almost did not make it due to the Maine Central's refusing to accept more than one of the Conway coaches after MEC car knockers journeyed to the CSRR, jacked up the cars and found journal problems on the others. Thus, 10 days before the trip, a rush request went to Steamtown's new and capable leader, railroad author Don Ball, for assistance and after Steamtown and NRHS attorneys and the NRHS insurer cleared the request, two coaches were on their way to upstate Maine (Bangor is not downeast!).

On our way from Oakfield under conditions that Kodak describes as "cloudy bright" we passed F-3 #40 in the yard and then went north along the Saint Croix Stream to our first photo stop at Prides, somewhere in the forested wilderness 21 miles out. From here it was on up the Ashland Mainline to Squa Pan, at which point the line to Houlton and Presque Isle turns east (as did BAR Trip #1 in 1980--see RTN #207). On north past beautiful Maine Lakes toward the Fish River Canyon and Fort Kent. We advance to the left leg of the wye and go on to St. Francis, end of track, startling a few of the locals in the process.

The St. Francis line, 17miles in length, is used thrice a week or so for about five miles of its length with almost no use beyond that point, making much of this line a very likely candidate for the BAR's next abandonment application. The line was built about 1909-1910 and may have had as an eventual goal a connection with the Quebec Central at Lac Frontiere, some 65 air miles to the southwest. Passenger service ended in 1954 with an ex-Great Northern (#2340) motor car,BAR 2nd #5, bringing up the final colors. Diesels had taken over in 1948 but the cars were still wood after 4-4-0 #207 had brought the service thru the war. Across the St. John River was once the Connors branch of the quaint but colorful Temiscouata Railway until the early 1950s--a line that did have plans to reach the Quebec Central at some point between Connors and Lac Frontiere. The TMC's "mainline" between Riviere-du-Loup and Edmundston survives--barely--as part of the CNR.

(continued on page 16)

The double-heading UP steam engines 8444 and 3985 were leaving the Sacramento Railfair and heading east at Gold Run, California on May 11 when Michael Strider photographed them at a grade crossing.

ABOARD A DOOMED TRAIN

by Ted Scull

After having a beer in a luncheonette just off the University of Virginia campus, we meandered back to the Southern Railway depot. A sign tacked on one door led passengers out to the CRESCENT, train 19 & 20, and on the other door, to the CARDINAL, trains 50 & 51. The Charlottesville station master, a NARP member, came out to the short brick platform to show the dozen passengers where to stand for the sleeper and for the coaches.

Right on time, the eastbound CARDINAL blew its way into town and paused briefly to take us on. We found the train teeming with fifth grade children and their adult chaperones returning from one day spent in Washington, with two nights sitting up on the CARDINAL.

The next morning, the chaperones appeared quite frazzled having to cope with their fatigue and the demands for 90 Amdinette breakfasts, all rapidly assembled by the single attendant.

The young sleeping car attendant, Miss Hawkins, could not have been more pleasant. However, her inattention to details found my roomette with no soap, paper cups or pillow cases. With the very late night, I slept until 9am. During breakfast I watched the coal barge traffic navigating the Ohio River outside the window.

The CARDINAL reached River Road Station in Cincinnati on time at 10:40am. My cousin and I were met by Joe Brown, who showed us about his 7-bedroom 2-compartment sleeping car, "Rice Bird," being refurbished in the yards about a mile from the station. When the restoration work is completed, he plans to re-name it "Queen City." Other pieces of equipment in the yards, and in need of refurbishing, consisted of a PRR Railway Post Office and a baggage car, a New York Central coach, Atlantic Coast Line sleeper-lounge "Pass-a-Grille Beach," Kansas City Southern "Stuart Knott" and Southern business car 25.

The three of us had lunch at Cincinnati Union Terminal, which I found to be in excellent condition, a delight to wander about, and lacking only one thing--real trains. I came thru here only once, back in 1963, when transferring from the NATIONAL LIMITED to the PAN AMERICAN on a trip from Philadelphia to Memphis.

Most of the concessions, except the awkward clothing store situated in the rotunda, are attractively installed. However, C.U.T. is somewhat remote from the city center, and I gather that it is not doing very well.

In the evening we and our two cousins, Bill and Letitia Turner, attended the opening of Sharon Woods, a 19th Century historical park outside Cincinnati and containing the old Chester Park railroad station. This building later became Winton Place, a suburban stop, on the New York Central and Pennsylvania railroads. In the 1950's, our family stepped off the CINCINNATI LIMITED at Winton Place a number of times. The station has been moved to Sharon Woods from its original trackside location and is repainted in Williamsburg-style colors.

On Monday afternoon, our small entourage drove to the old B&O station in Hamilton. The CARDINAL has been stopping here for about a year, and since Apr 26 it carries a thru coach between Chicago and New York via Washington. Boarding here was a novelty for me, as during my lifetime there never had been thru service to Philadelphia where I grew up, or to New York where I live now. Old family photos show relatives boarding trains at Hamilton for Chicago and for Northern Michigan, but never to the East Coast. We had to use Winton Place or Dayton for those trips.

The CARDINAL appeared about 15mins late, an unusual occurrence according to my cousin John, who "leaflets" the train every weekend. The engineer grabbed his train orders and the conductor his from the pole while the train eased to a stop. Two passengers out of the gathering boarded here and none got off.

The train crew and service personnel were the same as on Sunday. The sleeping car attendant, Miss Hawkins, said that she had been looking for me to get off at Hamilton yesterday. She and the conductor had made announcements and searched the train. It was then that I realized that my ticket read Hamilton in both directions.

The speed of the CARDINAL between Hamilton and Cincinnati is such that a marathon runner could keep pace, and the distance is exactly 26 miles. At Cincinnati we passed right by the backside of C.U.T., and at River Road Station, where a backing operation consumes about 15mins, we saw the end of another load of school children.

I passed out NARP flyers, which described Amtrak's plight, to the handful of passengers on board after leaving Cincinnati. Most already knew the situation and were aware of our campaign. This train is a useful and necessary service for many communities in West Virginia that have no other way out of town. It is too bad that the simplistic criteria for running trains cannot be waived for the CARDINAL. It almost meets the requirement of 150 passengers per train mile.

The microwave Spaghetti and Meat Ball dinner, with cole slaw, roll and German chocolate cake was not a bad offering. We may all have to get used to this type of food if the economies to save trains mean eliminating many dining cars.

I read for awhile, then went to bed, sleeping well enough. I waited until after Huntington to go to sleep, to see the train safely past the site where in Feb 1976 I had been aboard the JAMES WHITCOMB RILEY when it derailed in the middle of the night.

Miss Hawkins woke me at Manassas, and brought me a Danish and coffee while I prepared for the day. The morning was a beautiful one to view the rolling Virginia farm country.

The CARDINAL arrived Washington on time, and I immediately moved back into the 60-seat New York coach. Quite a lot of people left the train here, having boarded during the night at stations in the West Virginia mountains. Some 40 passengers occupied the remaining coach for the run up the Corridor. A blue Washington Terminal diesel switcher pulled the single coach off the tail end of the CARDINAL into the dark tunnel under Capitol Hill, then gently attached it to the rear of the New York-bound corridor train also named the CARDINAL.

Quite a few business types and other travelers boarded the 5-car train for the stop-and-go trip home. The abbreviated CARDINAL pulled into Penn Station, New York about 25mins late, and I ended my journey as I usually do with a Lexington Avenue subway ride up to 86th Street.

As I sit here, I wonder if I shall be able to take this train, or any train, out to Cincinnati or Hamilton, or any place close to them the next time I want to go out to Ohio. Or will four decades of train trips on the way to see my family be a pleasure relegated to the past? I hope not. ***

(The first half of Mr. Scull's journey was described in RTN #224)

THE MEN WHO TOOK THE 4449 HOME TO PORTLAND

by Sylvia and Ted Blishak

If you find that stack talk, smoke, and steam whistles get your adrenalin flowing, you've undoubtedly had fantasies of being at the throttle of a big steam engine. Or maybe you've wondered what it takes to arrange and organize a steam excursion.

Recently we were able to get a behind-the-scenes report on the 4449 excursion from Oakland to Portland by talking with some of the men who made that trip happen: the fireman, the engineer, and the President of the Pacific Northwest Chapter of the National Railway Historical Society.

Our story really begins on May 2, the first day of Railfair '81. We were there in Sacramento, and up at sunrise. Mike Warren, one of the 4449's young firemen, invited us to join him in the cab. It has been carefully restored and painted seafoam green inside (just as it was in the Daylight days) and kept spotlessly clean. The deck is white oak, with SP's sunburst logo etched in color underfoot. The throttle is polished chrome; the seats are large and covered in black vinyl. A remote unit controller, inside a black box, is placed on the engineer's side, so that the 4449's engineer can control a diesel helper--if there is one in the consist. (The black box was installed by the EMD in Illinois prior to the Freedom Train movement.)

A plaque in the center of the backhead catches our eye. It reads: "In memory of Jack Monterrey Holst. Without his care and attention the restoration of this locomotive would not have been possible."

We ask Mike if Mr. Holst was the man who kept the bearings oiled when the former Daylight was on display in a Portland park.

"He was the man," Mike replies. "Unfortunately, he didn't live to see his favorite engine run again."

We ask how Mike, who is a resident of Portland and an SP brakeman, landed the enviable job of firing the GS-4.

"I was involved in the original restoration of the engine for the Freedom Train run. And, I'm a friend of Doyle McCormack's--he's the engineer."

We ask Mike when the engine was last under steam.

"In 1977, when Amtrak sponsored a cross-country steam excursion ending in Portland on May 1. She was stored in the Union Pacific freight house in Portland. In late January, 1981, when the decision was made to bring her to Railfair, she went to the SP roundhouse for some minor mechanical work and her Daylight paint job." Mike, who has had professional experience as a painter, was in charge of spray-painting the engine, tender, NRHS's tool car, and the Chapter's sleeper-lounge, "Mt. Hood." NRHS members had pitched in beforehand to sand down the tough red, white and blue metallic coating which the engine wore for the Freedom Train run, in preparation for the new paint job.

Since we've heard that the 4449 doesn't have a whistle of her own, we ask Mike to explain.

"The air horn is part of the permanent equipment. We use it sparingly, tho. It practically knocks people over, it's so loud! But the original steam whistle disappeared when the engine was on display in Oak Park. We've installed two borrowed whistles for this run. The low-pitched "steamboat" whistle on the engineer's side was originally used on a Northern Pacific Challenger, and was loaned to the Forty-Nine by fellow fireman Dick Yegar of Fort Wayne, Indiana. (Yager, who fired the 4449 in 1977, wrote about his experiences in the Dec 1977 issue of Railfan Magazine.) The higher-pitched whistle on the fireman's side was borrowed from an M-6, SP 1785 on display in Woodburn, Oregon. These are not the same whistles we used for the Freedom Train, however."

* * *

Two weeks later, on May 16, we were aboard when the 4449 excursion steamed from Oakland to Klamath Falls. At Orland, our second stop, Doyle McCormack climbed down from the engineer's seat and gave us an interview. Doyle is not the grizzled old-timer from the steam era that one might expect, but hails from the same generation as the Forty-Nine, an engine which first saw the light of day in 1941.

McCormack is highly respected in railfan circles. A former Norfolk and Western locomotive engineer, he took a leave of absence from Ohio and went to Portland in 1974 when asked by the Freedom Train Foundation to serve as chief mechanical officer on the restoration project. After the project was well underway (with the crew working 18 hours a day, 7 days a week to put the engine back into working condition), a crisis developed which nearly everyone thought would kill the project: cracks in both the firebox and the boiler were discovered! Ordinary welding repairs would not meet with federal regulations. But Doyle McCormack is not a man who gives up easily. He located a welding expert, one Joseph Crumley, who had a new technique. Crumley agreed to take on the job. He used a process that liquidized the 4449's damaged metals, then flowed in new metal, layer by layer, completely penetrating the cracks and making it as strong as if it were new.*

*America's Bicentennial Queen, Engine 4449 "The Lone Survivor", Richard K. Wright, Wright Enterprises, 1975.

(left:) Engineer Doyle McCormack mounts to the cab of the Forty-Nine. (below:) McCormack piloted the steamer and excursion train from Portland to Sacramento. Here it was photographed by Gene Hines near the Oregon-California border on April 26.

McCormack served as the 4449's engineer during the 1975-77 Freedom Train movement, and afterward moved to Portland in 1977 and went to work for SP as a fireman.

We are honored to meet this man, whom we have come to regard as the Terry Bradshaw of steam engineers!

"Is this job as much fun as everyone else thinks it is?" we ask.

"No--it's hard!" Doyle answers. "There is a lot of pressure on you to keep to the schedule; and then you worry about whether the engine is going to work right."

We ask how she's working on this trip. "Better than she ever has," he admits.

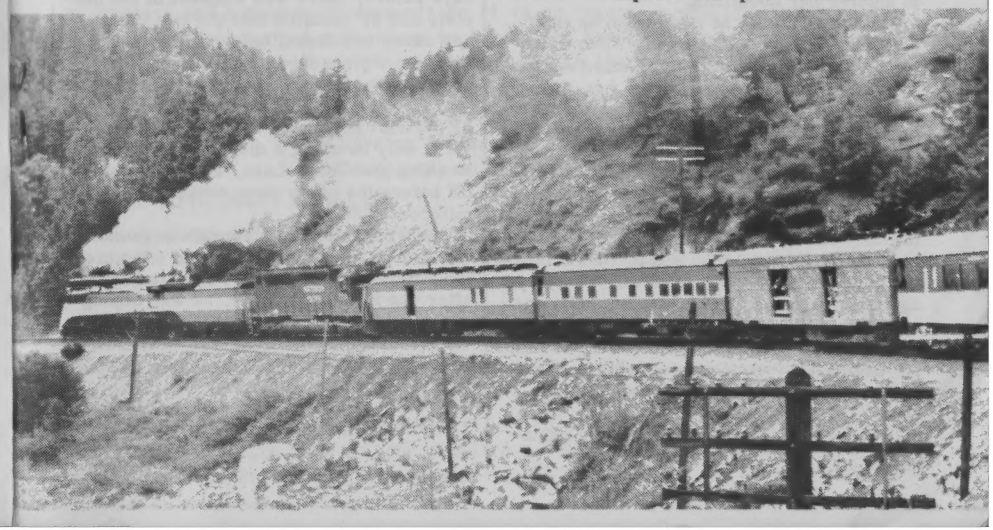
We ask Doyle how he learned to drive a steam engine; obviously he isn't old enough to have learned on the job. "You learn the same way you learn to drive a car--you sit down and you do it! It helps to know all the mechanical details, tho, and what all the controls are supposed to do."

What about future plans for running the 4449?

"There aren't any. It's just too expensive to keep it running, painted, and maintained. SP plans to store it in Portland's Brooklyn roundhouse."

Will the engine ever be put on public display?

"Well, you have a choice," Doyle replies. "Put it in an unprotected spot and it'll be



stripped, or keep it locked up. We're hoping to build a covered display for the Forty-Nine and two other engines still in Oaks Park--UP #3203 and SP&S #700. The project will be overseen by the City of Portland, and the NRHS is hoping to get started soon."

We comment on the beautiful and obviously expensive scarlet and orange paint job. "SP paid for it," McCormack says. "We used actual SP specifications, for the lettering and the Daylight logo, from the 1948 period--somewhat modified from the original 1949 design."

The 4449 runs more quietly and idles with less vibration, than the two engines UP brought to Railfair. Is this because of superior design, or better restoration techniques?

"The drafting is different. The Forty-Nine is a single stack; both the UP engines have double stacks. Of course, I think Lima built the Cadillac of locomotives, but that's my own opinion--somebody else might argue with me," he grins.

We ask if the steam engine is hard to drive--we've heard that braking one, and getting it to stop where you want it to, is difficult.

"Not really," McCormack tells us. "You are talking about two separate jobs--one is running the train, the other is running the engine."

"What will it be like for you to go back to driving a diesel after all this excitement?"

"Relaxing!" Doyle replies. "When a hobby like this becomes a full-time occupation, and then some, it stops being a hobby. I haven't had a day off since February 2nd!"

Soon it's "all aboard" time, and as we leave Orland we head for the lounge car, where Ben Fredericks, who is the President of the Pacific Northwest Chapter of the NRHS (and director of the excursion) offers to answer our questions.

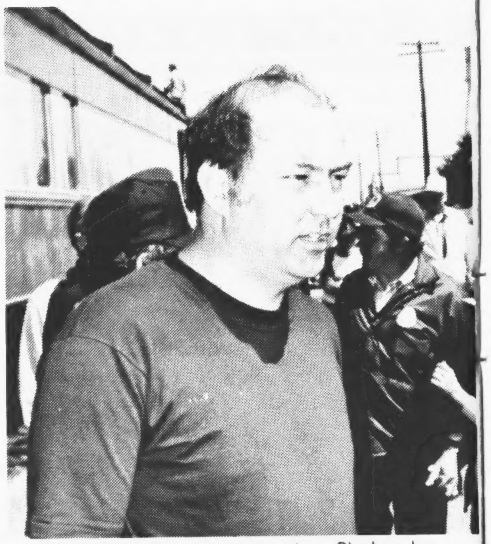
We ask Ben what he does when he isn't organizing steam excursions. "I'm a Senior Sales Representative for United Airlines in Portland."

The first rumors we heard about what was originally called "The Big Steamup of 1981" came out of Portland. We ask Ben if the Pacific Northwest Chapter originated the idea of sending big steam to the Railfair.

"Actually, the Railfair people approached the City of Portland--the owner of the 4449--in December of 1980, and invited it to bring the engine to Sacramento. The City agreed, but couldn't do it without SP's cooperation. SP thoroughly evaluated the proposal and agreed in late January to move the engine."

"How did the NRHS fit into the project, Ben?"

"We formed two committees: a restoration committee under Doyle McCormack, and a trip committee under the direction of Ed Immel, each with several responsibilities. SP insisted on a $10 million liability insurance policy for this movement, which we arranged thru several different brokers, at a cost of $16,000. The trip committee arranged for the equipment consist--some we leased from Amtrak, some from Great Western Tours and the Sierra Railroad. We have a chapter member in each car serving as a car host who is in charge of on-board supplies, like paper towels, etc., and keeping the passengers comfortable along with distributing the food."



Engineer Doyle McCormack. Photos by the authors, except where noted.

When the 4449 had arrived in Oakland two days before, there was a diesel in the consist, and SP insisted that the two UP steamers carry two diesel helpers over their tracks. We ask Ben how the need for a diesel is determined.

"The decision is made by the head of the SP district governing the tracks involved. We'll only be using a diesel today between Redding and Grass Lake, and we'll cut it off before the photo stop, which will be at milepost #384."

Ben Fredericks is a capable organizer who enjoys his responsibilities. But his job isn't all fun and glory: a few minutes after our interview ended, he was coping good-naturedly with a catering mixup when 400 box lunches, scheduled to be delivered to the train in Redding, weren't ready. The food was put aboard later at Dunsmuir, and the NRHS personnel fell to the task of boxing it into individual portions.

* * *

On the night of May 16 we returned from Klamath Falls on the COAST STARLIGHT. Just as we were leaving, we heard that the 4449 suffered a broken flue while being refueled, and someone surmised she'd be hauled home behind a diesel.

Later, John Plytnick of SP and Henry Luna of Great Western Tours, who were both in Klamath Falls on the morning of May 17, told us what happened then.

Henry, who was escorting a group of railfans on the two-day trip, said, "We arrived at the station about 6am. There was no steam coming from the 4449's stack, and water was pouring out of her smokebox. It was clear that our trip to Portland wasn't going to be steam-powered! The 4449, along with her tender and tool car, were left behind; and two diesels were grabbed from a passing freight. The special got underway 1 1/2 hours late, but arrived in Portland on time."

"What a terrible disappointment for the passengers," we exclaimed.

"Most of them enjoyed it anyway," Henry told us. "Practically everyone had ridden behind the 4449 the day before. They were glad they'd had that chance, and grateful to SP for allowing the passenger excursion to run!" (Ben Fredericks verified the high morale of the passengers--he said he had only one letter of complaint!)

John Plytnick told us what happened to the 4449 after her train left her behind. "In order to repair the engine, the fire had to be doused. Then, on Monday, when she had finally cooled, one of the engine crew, wearing protective padded clothing, crawled inside the firebox to repair the flue."

Did SP ever consider taking the easy way out and hauling the Forty-Nine home deadheaded? "No. That would have caused lubrication problems and damaged the engine, unless the side-rods were disconnected first--and that would have been a complicated procedure."

And so, under steam once again, the 4449 left Klamath Falls along with two diesels and a caboose, and stayed in the Eugene yards Monday night.

On Tuesday, May 17 the former Daylight puffed out of Eugene at the head of a freight working her own way home to Portland, where she arrived at 5:30pm. A tired Doyle McCormack was at the throttle--his long-awaited day off had been postponed. But he'd finished his run in a style that all of us who love the engine sometimes called "The Lone Survivor" can remember with pride.

Henry Luna put his feelings into words: "The steam engine is the closest man has come to creating a living thing. Each engine has its own personality, its own quirks--and so one can get very attached to them. This is especially true of the 4449!"

The former Daylight has a distinct personality indeed--she has style, grace, classic beauty, and endurance. She's much more than a machine, as all of us who know her will agree.

And that is how "The Legend that Returned" ended the most recent chapter in her career. She went home with dignity, thanks to Doyle McCormack and to Southern Pacific, who made sure her story had a happy ending!

QUOTES OF THE WEEK***

"Of course, there is an argument for not subsidizing trains. Just because the Japanese and European governments do it is no reason we should. And of all President Reagan's budget cuts those in Amtrak are hardly the most dramatic. Still in all, we think there is something lovely in the idea of a three-car passenger train running nearly full and on time up and down the Central Valley, even though there is a perfectly good freeway that covers the same route."

--Tom DeVries ("Pleasures of the San Joaquin") in New West magazine, July.

SLIP OF THE MONTH CLUB***

"The Japanese and West Germans expect to have high-speed maglev trains running by the end of this decade. And the Boeing Co. of Seattle is working on a 40-mile-per-hour maglev vehicle for urban transportation here and abroad."

--Stephen Solomon in Los Angeles Herald-Examiner, May 10.
(Too fast--we'll take the bus.)

RTN TRAIN RATINGS: Don't forget to send in your ratings of U.S. and Canadian passenger trains you have ridden recently. A rating form appeared in issue no. 217 of RTN--or you can make up your own form as long as you follow our general instructions. Latest ratings will appear in RTN soon.

NORTHERN MAINE (continued from page 9)

Our stop in St. Francis is brief and allows the #54 to run around the train and then head east to the north leg of the Fort Kent wye and then out over the Van Buren Extension (River Road) toward Madawaska. A photo stop is made a Frenchville, a station that once sent out 40 cars of potatoes each evening, and where still stands an ancient and architecturally unique water tank from the early days of steam.

The sky is darkening as we arrive at Madawaska and no sooner are we off the train but the connecting buses have not arrived, that the rain fell in such quantity as to seem like what American westerners call a "gully washer".

Then the buses, and across the international bridge to our overnight quarters at Howard Johnson's and Wandlyn's motor lodges in Edmundston, N.B., the only facilities in the area capable of housing our entourage. The dampness continued thruout the evening, but most of us relaxed and dined locally (HoJo's) and retired for an early wakeup call at 6:30 EDT (New Brunswick is on Atlantic Daylight Time). Madawaska (and Edmundston) is the home of the BAR's second largest shipper, Fraser Companies Ltd, and between it and Number One, Great Northern Paper, the two account for from 2/3 to 3/4 of the BAR's traffic.

Sunday, May 31 broke overcast and cool, and after an excellent buffet at the HoJo establishment it was back to the States for the 8am departure of the "Aroostook Flyer" to Northern Maine Junction with no bus connection. The weather deteriorated as the miles added, and south of Squa Pan it was rainy until beyond the shop town of Derby, almost home. Despite this, the scenery was rich, altho the economic climate and the people are relatively--and many are actually--poor.

Four photo stops were made, altho none at South Twin Lake, as last year, which, along with its nearby twin, North Twin Lake, were chosen as the names to adorn the last two of the BAR's sleepers, both being built in 1954 by Pullman at Worcester, Mass., as part of a larger order for New England railroads. The two were sold in 1959 to the CNR and became their "Greenock" and "Green Gables." Passenger service ceased altogether over Labor Day, 1961.

Active antiques along the way southbound included F-3's 40 and 42 at Oakfield, but at Derby was seen BL-2 #50, under wraps. The trackage was generally very good and speeds were usually in the 30's save for the far north trackage. The personnel were congenial, especially Jim Garrity, last year a Safety Supervisor and this year the Assistant to the VP-Operations, who maintained high visibility thruout the two days, answering various and all questions from the riders. The long lines of Saint Lawrence Railroad boxcars that covered all sidings last year were now to be seen only at Northern Maine Junction (after last year's trip the ICG leased almost 200 of the cars and relettered them for itself) but the old track to Old Town, what's left of it, still stored old reefers at LaGrange.

Arrival at Northern Maine Junction was 10mins early, allowing more time to observe that F-3's in the dead line included nos. 44, 45 & 46, as well as BL-2's 51, 52, 55, 56 and 57. F-3 #49, in new paint (the dead were in the old blue) was active. Other active power included Geeps of various numerical descriptions and all in the newer paint. Passenger service to northern Maine? Highly unlikely. No one rides the bus, let alone a train. Not even Boston-Portland is likely for now: Bus service is better than adequate and the cost of rail is much too high. Even the anticipated changes in the ownership of the New England Lines is not likely to stir any recall of passenger service. That Timothy Mellon of Guilford CT now owns the MaineCentral and the Vermont & Massachusetts and has been accepted by the Boston & Maine to purchase its outstanding capital stock upon reorganization and might very likely buy the BAR from Amoskeag would not change the bottom line that public travel year-round in Maine is not flourishing and the return of passenger rail would not stimulate it and would most certainly weaken the other carriers already in the market what there is of it. Even summer-only service is remote at best. And since the annual 470 Railroad Club's Grand Trunk trips are no more, this BAR trip was the last run for passengers in northern Maine this year. The VIA run across central Maine doesn't count in this observation.

Mixed train of thoughts

THE INTER-AMERICAN, southbound, derailed at Hope, Arkansas, 33 miles north of Texarkana, at 8am CDT on May 22. Both engines and all six cars derailed but remained upright on the ties. The train had hit a broken rail at a switch to a siding. Eight passengers and 7 on-board service employees were reported with minor injuries, and they were treated and released from a local hospital. According to a report by Dan Monaghan, Southern hospitality "turned the affair from a disaster into a picnic for the 179 passengers that were involved." Local people cooked fried chicken and other goodies to keep the passengers fed until buses began arriving at 1pm. (May 22 was a bad day for derailments. That was also the date that three SP freight trains tangled at Surf CA, derailing 58 cars and blocking the COAST STARLIGHT--see RTN #224. The same date an SP freight derailed 11 cars two miles east of Colfax CA, blocking both SAN FRANCISCO ZEPHYRS --train 5 of May 20 was terminated at Sparks NV and 226 passengers bused on, while train 6 was delayed 150mins. And at Rowland SC, 28 miles south of Greenville, a Southern Railway freight derailed one car at 5:30am, delaying the CRESCENT, train 19 of the 21st, for 179 minutes.....

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EL PASO CITY celebrated its 400th birthday on July 9, and Amtrak was there to help in the celebration. The theme of the July 9 exhibit was the "Coming of the Railroads", as Amtrak had a Superliner sleeper and diner on display, along with a GE diesel engine, the type used to power the SUNSET LIMITED. Ceremonies were held at the El Paso Amtrak station at 7:30pm.....

NEW YORK STATE FAIR at Syracuse runs from Aug 29 thru Labor Day, Sep 7, and the state DOT announced this month that Amtrak trains in each direction (3 of them, excepting the LAKE SHORE LIMITED) will stop daily at the fair site. Conrail is to construct a gravel platform on railroad property for Amtrak, at a cost to Amtrak of about $5000, and the fair will arrange to erect a 30x30 foot tent equipped with benches to serve as a station, on the Conrail main line adjacent to the fairgrounds. The fair also will provide security, lighting and transportation of train passengers between the temporary station stop and the fairgrounds. The fair each year draws about 700,000 visitors. State DOT Commissioner Hennessy said it was "especially fitting to see the return of direct rail passenger service to the State Fair literally on the eve of the 150th anniversary of the first train operated in the state"...

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THE WILLAMETTE VALLEY has been saved by an act of the Oregon state legislature to enable it to continue running at least thru August. On June 26 the legislators okayed spending $73,000 as the state's share of the train's costs. It was believed that they would also approve contracting with Amtrak to continue the experimental Portland-Eugene service for the rest of 1981.....

THE FOUNDER AND former president of NARP, Anthony Haswell, told a Chicago Tribune reporter last month that he is "extremely disappointed" in the passenger train system we have today. "Maybe we should let it collapse and totally redesign it into regional entities--go at it in an entirely different way." At the time of the Carter Administration's attempt to cut back Amtrak, Haswell drew up a plan that would have redesigned the Amtrak system into a number of relatively disconnected corridors. RTN does not agree with that approach.....

THE "OVERNIGHT TRAIN" between Sacramento and Los Angeles CA has just received the nod of approval from the National Arbitration Panel. We happened to be on the telephone to Caltrans in Sacramento the afternoon of July 17 when the word came in to Caltrans. The favorable decision by the Panel, which had long been expected, indicated that (1) no freight interference from the added train would be felt by SP, (2) no capital improvements were necessary in order to implement the service, and (3) the panel set a date 60 days from its decision by which the service is to be started. No other details were available, as the offices in New York had already shut down for the weekend when the news came thru. The decision was reported as a "strong and favorable" one from the panel. Some observers, however, expect that SP will fight further to delay the train's startup. There are three options open to SP for delaying: refuse to implement it and drag its feet; take the case to court (tho this could only be done on a claim that there was some fraud or misrepresentation in the matter that led to the decision); and protest to the ICC that freight interference would result. The third route is the most likely one if SP doesn't want to go along with the Panel's decision; but it would probably only delay the startup, not reverse the decision altogether. The train still does not have a name, and it is believed that the Caltrans marketing department will initiate a "name the train" contest, but only for Amtrak and Caltrans employees, not the general public. Amtrak favors the name CALIFORNIAN. Train supporter Robert J. Swan of Long Beach has launched a one-person campaign to get it named the CAT (the opposite of the NIGHT OWL on the East Coast).....

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A GRAND JURY in New Jersey on July 9 indicted 21 persons, including Conrail and Amtrak supervisors, on charges of the theft of $1.3 million in equipment from Amtrak over a period of six years.....

SAN FRANCISCO ZEPHYR on July 4 detoured both directions on a different BN route between Burlington IA and Omaha NE because of flash floods near Ottumwa IA. The westbound train went 15 miles beyond Burlington and had to back up to Burlington, where it went south to Quincy and then to Kansas City and St. Joseph, regaining its normal route at Omaha. Consist of train 5, passing thru St. Joseph at 5:45pm, was: engines 366 & 367; cars 1268, 1258, 39933, 32019, 32023, 38015, 33013, 31032, 34056, 34001, 34065, 34018, and 32045. Train 6 made the same detour the opposite direction, and its consist at St. Joseph at 9:30am was: engines 317 & 322; cars 1158, 1260, 39923, 32013, 32062, 38013, 33006, 31011, 34032, 34092, 34101, 34041, and 32034. Train 6 reported into North Kansas City at 12:40pm and out at 1pm after discharging several passengers who were sent by taxi to Union Station. Train 5 reported about 3:50pm thru North Kansas City.....

SAN FRANCISCO ZEPHYR eastbound on July 16 was detoured thru the Western Pacific's Feather River Canyon because of an SP freight derailment east of Roseville CA. The train left Sacramento 3hrs late, and was into Ogden on July 17 10hrs late. We have no report on train 5, which may have missed the action.....

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AIRLINE-STYLE DINING car service Amtrak is now using on four long-distance trains preparatory to its going systemwide by fall (SAN FRANCISCO ZEPHYR, CRESCENT, BROADWAY LIMITED and SOUTHWEST LIMITED) is eliciting almost uniformly negative comments from RTN readers. "Terrible" is the most common adjective used. The drawbacks of the service can be classified into four categories: (1) poor service due to cutback of crew, (2) poor quality of microwaved food, (3) severe limitations of size of menu and (4) use of plastic cutlery instead of metal. We must issue a travelers advisory for riders using the BROADWAY LIMITED and SAN FRANCISCO ZEPHYR or SOUTHWEST LIMITED in combination to cross the country: you will be faced with the same limited menu (3 selections) for both lunch and dinner for several days in succession! (At lunch two sandwich selections are added; see detailed report last issue.) Some travel agents are concerned that Amtrak first class business will dry up because such travelers will not accept this dining service as part of their hefty first class fare.....

AMTRAK'S DIVERSIFICATION INTO private-enterprise-type business ventures to earn it extra money are novel and interesting for it, but hardly new elsewhere. British Rail is cashing in on the royal wedding coming up July 29 by selling for $300 each viewing places on a bridge at the end of Fleet Street in London.....

AMTRAK'S RAIL EXPRESS is being expanded, and the rail corporation predicts revenues of $4.6 million this year, but sees an ultimate $40 million market. In addition, Amtrak's U.S. mail contract brought them $11.7 million in revenues in 1980. Amtrak wants to inaugurate freight pickup and delivery service this fall.....

INTER-MODAL TRANSPORTATION FACILITIES are a subject that has brought a mind-boggling response from an SP official. Writing to the city of Oxnard CA in the case of the proposed Southern California commuter service using SP lines, the railroad's Donald J. Skaff said: "The concentration of the various modes of public transportation into one location is an idea being considered by numerous cities. This is a splendid idea, but the centers should be kept away from railroad facilities".....

DENVER UNION STATION'S 100th anniversary being celebrated the weekend of July 25-26 will see a display of an Amtrak Superliner coach. The NRHS has produced a postal cachet (souvenir postmark) for the occasion, pictured at left. Cacheted envelopes are available at 2/$1 plus an SASE (check to NRHS) from: A. D. Mastroguiseppe, NRHS Transfer Clerk, PO Box 5181 TA, Denver CO 80217. Souvenir cards $3.....

★ ★ ★

THE SAN JOAQUINS' new dedicated buses are doing extremely well. The guaranteed bus connections, which began July 1 (see last issue) seem to be increasing patronage on the Valley trains too. Standing room only is the rule on some runs thru the Valley, we are told. The southbound bus from train 708 to Los Angeles has been running up to 54 passengers or more, requiring two buses. The Davis-Sacramento bus connection on the COAST STARLIGHT is now in operation too, but we must issue a travelers advisory on it: try to avoid checking baggage that must go on the Davis-Sacramento bus; there have been a number of foulups lately, including a group of backpackers' gear being left on the train.....

U.S. GASOLINE USE in June was 1.5% lower than in June 1980. Use of all petroleum products was down 6.9% over 1980 for the first six months of the year. The price of gasoline has been gradually dropping over the U.S. due to a "glut" of oil on the world market, but the price in California has been climbing due to regional supply variations. Experts predict the price of gasoline will begin rising again nationwide in the near future.....

AFTER THE LARK, what? (Or after the CALIFORNIAN, CAT or whatever.) Observers say that rail planners will press next for a branch of the train into San Francisco, which would literally mean a revival of the SP LARK service.....

THE DESERT WIND, train 36, on June 18 ran into a station wagon stalled on the tracks at Barstow CA. Of the 7 auto passengers, a mother and two children were killed and the four others were seriously injured, according to newspaper reports. Consist of that train, which reached Las Vegas ½-hour late, was engines 523 & 232; cars 1166, 39903, 38037, 34085, 34048, 32047, 39961, and 33015. The last 2 cars carried a special party to Las Vegas to celebrate the Union Plaza Hotel anniversary. The two cars preceding those were thru cars to Chicago via train 6.....

THE CRESCENT, train 20 of Jun 28, was delayed at Slidell LA for 35mins on Jun 28 when engine SP 8706 at the head of freight train 193 caught fire and was gutted. The remaining engines developed air brake problems and the freight was immobilized. Train was an SR-SP run-thru Birmingham to Houston freight, and it stopped on single track SR mainline at North Shore LA, at the north end of the Lake Ponchartrain

bridge. Engines from train 194 were moved to push the crippled freight into a siding to make way for the CRESCENT. The latter's consist was (note the Amfleet cars): engines 328 and 259; cars 1204, 1450, 21248, 21861, 21823, 21840, 21820, 20205, 8523, 2446 "Cypress Grove", 2997 "Pine Ring", and 2085 "Silver Slumber".....

THE PREMIER ISSUE of Luxe magazine carried an article about the RIO GRANDE ZEPHYR, entitled "The Zen of the Zephyr". A quote from the article, by an unnamed author: "We decide that the Zephyr's number one rating as a passenger train by Rail Travel News is well deserved..." More correctly, it was our readers' choice, thru our periodic train rating surveys.....

NEW YORK-MIAMI route will be virtually eliminated by Pan American World Airways this fall, as part of a 10% cut in flights and routes, in order to reduce the airline's losses, which are mounting.....

AN APRIL 1981 report by Andrew C. Seldon entitled "An evaluation of public funding of rail passenger services: Prospects of the long distance passenger train" concludes that the Northeast Corridor is dragging down the rest of the system. A report on the report appears in the Jun/Jul issue of MOKSRAIL News, the newsletter of the Missouri-Kansas Rail Passenger Coalition (a NARP affiliate). Address is PO Box 1192, Kansas City MO 64141.....

THE SACRAMENTO RAILFAIR could become something of a yearly event, some railroad museum officials are saying, altho in a greatly reduced version.....
News in this issue is updated thru July 17, 1981.

URBAN-SUBURBAN TRANSIT (cont'd from page 8)

$26 million in deficits and spread the impact of the cuts around the system. Duplication of services by competing carriers is one problem not solved, altho it was pointed up in a 1974-75 consultants' study initiated by the state.

CHICAGO TRANSIT AUTHORITY'S commuters got a 10¢ fare increase on July 6, bringing the basic fare to 90¢. Many riders began paying with dollar bills, and the New York Times reported that the system now has a glut of dollar bills, along with problems in counting them all. (The basic fare plus 10¢ for a transfer brings the total to a dollar.) Mayor Jane Byrne of Chicago has proposed a new one-cent sales tax for revenue for the CTA. The city also wants eventually to take over the CTA, and another proposed city service tax would provide revenue for that purpose.

HOUSE TRANSPORTATION SUBCOMMITTEE on July 15 heard from public transit officials from over 20 cities who urged Congressmen to support a $50 billion capital assistance bill to cover needs for the next 10 years.

NEW YORK OFFICIALS on July 4 began an investigation into the causes of the subway collision in Brooklyn on July 3 that killed a motorman and injured 135 people (see last issue). The focus was on why a motorman passed inoperative signals without stopping to radio for instructions. Early in the investigation it became known that that the two trains involved in the crash had both left their terminal five minutes ahead of schedule. And transit workers accused the NYC Transit Authority of letting trains with dangerous defects go into operation, and of skimping on maintenance.

MOBIL OIL CORPORATION created a big flap in New York when it announced on July 12 that it was raising prices on gasoline and other fuel in the state 3¢ a gallon because of new taxes on oil companies passed in the state on July 11, designed to raise money for mass transit. Mobil had lobbied heavily against the legislation. By July 15 it had lowered the increases to 1.3¢ after reactions by citizens and politicians. But it said it had originally considered a 5 or 6¢ a gallon increase. Observers said the oil company had caused itself a public relations embarrassment.

LONG ISLAND RAIL ROAD commuters are reported having a somewhat better summer than 1980's, with 89% of air conditioning units on cars functioning--a better figure than last year, but still not perfect. Conrail commuter cars are running an 82% operative rate.

EMERGING CORRIDORS (continued from page 5)

180 PM/TM for the total corridor service, indicating that fewer passengers are attracted for each successive new train. By contrast, the improved service in the New York-Buffalo Corridor shows a higher incremental PM/TM (156) than for the total service (123)."

CARS & CONSISTS

*MONTREALER, train 60, White River Junction Jun 18: engine 349; cars 1254, 2892, 2084, 8515, 20213, 21868, 21822, 21828.

*BROADWAY LIMITED, train 40, Chicago Jun 20: engines 352, 275; cars 1204, 1232, 1127, 1610, 2426 "Pine Island", 2996, 2086, 4717, 4712, 4705, 8526, 3111, 4077, 4740, 4715, 2990 "Joseph V. MacDonald."

*LAKE SHORE LIMITED, train 49, Chicago Jun 20: engines 337, 301; cars 1619, 2050, 2439, 2430, 4619, 4601, 4635, 3110, 8503, 4015, 4602, 4605, 2432, 1007 "Silver Treasure."

*DESERT WIND, train 36, Los Angeles Jun 14: engines 526, 236; cars 2980 "Pine Dale", Hi-level 39905, Superliners 38002, 34059, 34072, Hi-level 39962 (thru coach).

*PIONEER, train 26, Ogden Jun 19: engine 225; cars 2989 "Pine Fern", Amdinette 20211, Hi-level 39903, Superliners 34005, 34050 (thru car).

*SOUTHWEST LIMITED, train 3, Kansas City Jul 3: engines 253, 293, 263; cars 1223, 1222, Hi-level 39906, Superliners 31042, 31013, 34046, Hi-levels 39948, 39950, 39970, Superliners 38027, 23026, 23046, 32033, ATSF business car 54 (to Topeka). Train 4, same, Jul 9: engines 220, 622, 254; cars 1266, 1223, Hi-level 39927, Superliner 31047, Hi-level 39944, Superliner 34067, Hi-levels 39959, 39971, 38030, 32057, 32061, deadheads 10610 buffer car, 5605, 5606, 5607. Same, Jul 11: engines 293, 263; cars 1264, 1156, Hi-level 39906, Superliners 31042, 34046, Hi-levels 39948, 39950, 39970, Superliners 38027, 32026, 32046, ATSF business car 50 "Santa Fe", (L.A.-Chicago).

*ANN RUTLEDGE, train 304, Kansas City Jul 6: engine 244; Amfleet cars 20003, 21206, 21232, private cars CB002 "City of Industry", CB001 "City of Pasadena" observation (cars owned by Casablanca Fan Co.).

*SAN FRANCISCO ZEPHYR, train 6, Ogden Jun 19: engines 318, 307; cars 1269, 1256, Hi-level 39915, Superliners 32059, 32023, 38015, 33013, 31014, 34034, 34012, 34050 (Seattle-Chicago), 34058 (L.A.-Chicago), 32047 (L.A.-Chicago).

*ST. LOUIS MULE, train 342, Kansas City Jul 4: engine 312; cars 21860, 21870, 20126, 21850.

RAIL FANTRIPS

Aug 31-Sep 14: Mexico Railfan special train: Mexico City, psgr & frt yards + Sahagun car factory; Metro, streetcars, Copper Canyon rail trip, loco ride. Info: Midwest Travel Service, 2936R Bella Vista, Midwest City OK 73110.

Jul 25, Jul 26, Aug 1, Aug 2: Private lounge car 6101 L.A.-San Diego & return via Amtrak trains 572 & 581. $35. Pacific RR Society Excursions, PO Box 2768, Riverside CA 92516. (714) 684-7458 afternoons.

Oct 3: Denver-Sterling CO & return, 8444 steam excursion. $53; child $44. Shorter trips available. Intermountain Chapter, NRHS, PO Box 5181, Terminal Annex, Denver CO 80217. Dome, baggage w/ recorder outlets, snack & souvenir car.

Oct 4: Steam excursion Ottawa-Hull-Gracefield-Maniwaki; fall colours in the Upper Gatineau. Oct 10: to Barry's Bay (fall colours in Ontario). $18 ea. Tickets sold only at Nat'l Museum of Science & Technology, 1867 St. Laurent Blvd, Ottawa, Ont.

One Rail Fantrips listing is free. Send full info to:
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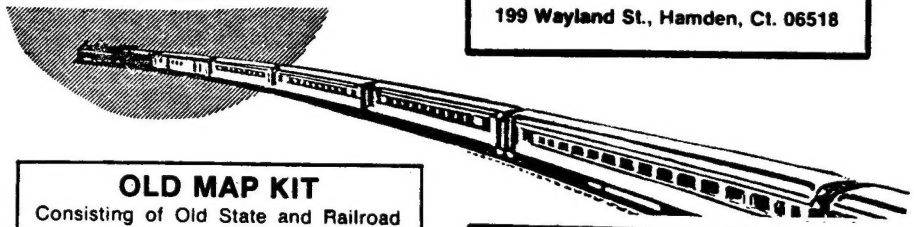

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